Amendments To The Claims:

Please amend the claims as shown.

1 – 9 (canceled)

10. (new) A method for regulating an internal combustion engine where engine measurement and engine adjustment values are provided, and adaptation values modify the engine parameters, comprising:

measuring a first engine measurement parameter representative of a first physical engine parameter;

measuring a second engine measurement parameter representative of a second physical engine parameter;

calculating a first estimation parameter via a first engine parameter;

calculating a second estimation parameter via a second engine parameter;

determining a first operating mode of the engine regulation method, the first operating mode determined by:

generating a first adaptation value based on the first engine parameter,

generating a second adaptation value based on the second measurement parameter, and

comparing the percent difference of the first and second adaptation values to a neutral value of the respective engine parameter; and

determining a second operating mode of the engine regulation method, the second operating mode determined by:

resetting the second adaptation value for the second system parameter to an original value if the deviation of the percent difference for the first and second adaptation values exceeds a predetermined threshold value.

11. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein a plurality of estimation parameters are calculated based upon a plurality of engine parameters.

12. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein a third adaptation value for a third engine parameter is unchanged when a change in the second adaptation value effects a change in the first engine parameter when determining the first operating mode.

13. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein:

the second operating mode is used to regulate the engine if the first adaptation value deviates from the neutral value by +/- 10% of the relative deviation value, and

the second adaptation value determined in the first operating mode deviates from the neutral value by +/- 10% of the relative deviation value.

14. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein the second adaptation value for the second engine parameter is left unchanged after the resetting.

15. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein after resetting the second adaptation value, the second adaptation value is switched to a corresponding modification of the first adaptation value and a corresponding third adaptation value.

16. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein the second operating mode is used to regulate the engine if:

the first adaptation value is increased relative to the neutral value by the amount of the first deviation value, and

the second adaptation value determined in the first operating mode is reduced relative to the neutral value by the amount of the second deviation value.

17. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein the second operating mode is used to regulate the engine if:

the first adaptation value determined is reduced relative to the neutral value by the amount of the first deviation value, and

the second adaptation value determined in the first operating mode is increased relative to the neutral value by the amount of the second deviation value.

18. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein the first operating mode is used to regulate the engine each time the engine is started.

19. (new) The method of regulating an internal combustion engine as claimed in claim 12, wherein the first and second estimation parameters are determined by the first second or third engine parameters.

20. (new) The method of regulating an internal combustion engine as claimed in claim 12, wherein, after the expiration of a specified period of time, a transition is made from the second operating mode to the first operating mode without the third adaptation value being reset.

21. (new) The method of regulating an internal combustion engine as claimed in claim 12, wherein:

the first engine parameter is a fuel injection valve opening time, and

the second system parameter is an intake air flow cross section, and

the third system parameter is an absorption characteristic curve of the internal combustion engine or an intake and/or outlet valve setting.

22. (new) The method of regulating an internal combustion engine as claimed in claim 10, wherein the air/fuel ratio of the internal combustion engine is determined by an exhaust pipe gas measurement and is assigned as the first measurement value, and the induction pipe pressure in the induction pipe is assigned as a second measurement value.

23. (new) A method for regulating an internal combustion engine, comprising:

determining plurality of engine parameters;

calculating a theoretically expected intake manifold pressure based on the engine parameters;

measuring an intake manifold pressure;

comparing the calculated intake manifold pressure to the measured intake manifold pressure;

adjusting a plurality of engine adaptation parameters to reduce the difference between the calculated and measured intake manifold pressure values and to maintain a predetermined air/fuel ratio;

comparing a deviation of the adaptation values from respective neutral values of the engine parameters with predetermined threshold values; and

adjusting the adaptation parameters based upon an absorption characteristic curve of the internal combustion engine when the deviation of the adaptation values exceeds the threshold values.

24. (new) The method of regulating an internal combustion engine as claimed in claim 19, wherein the adaptation parameters include intake throttle position and injector flow rate.

25. (new) The method of regulating an internal combustion engine as claimed in claim 19, wherein the fuel injector flow rate is determined by lambda adaptation.

26. (new) The method of regulating an internal combustion engine as claimed in claim 24, wherein the predetermined threshold values are +/- 10% deviation from the neutral value.

27. (new) The method of regulating an internal combustion engine as claimed in claim 19, wherein the absorption behavior of the internal combustion engine is effected by intake and exhaust valve position

28. (new) A regulated internal combustion engine, comprising:

a cylinder having a piston and a combustion chamber;

an intake manifold having an entrance and an exit;

a throttle valve attached to the intake manifold entrance;

an intake valve connecting the intake manifold exit to the combustion chamber;

an exhaust pipe attached to the combustion chamber by an exhaust valve;

an intake manifold pressure sensor;

an engine regulator that:

determines a plurality of engine parameters,

calculates a theoretically expected intake manifold pressure based on the engine parameters,

measures an intake manifold pressure,

compares the calculated intake manifold pressure to the measured intake manifold pressure,

adjusts a plurality of engine adaptation parameters to reduce the difference between the calculated and measured intake manifold pressure values and to maintain a predetermined air/fuel ratio,

compares a deviation of the adaptation values from respective neutral values of the engine parameters with predetermined threshold values, and

adjusts the adaptation parameters based upon an absorption characteristic curve of the internal combustion engine when the deviation of the adaptation values exceeds the threshold values.